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SAN FRANCISCO, CAL.



YC 28253

12. Evening. April 1890



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SAN FRANCISCO CAL.

View of San Francisco, Formerly Yerba Buena in 1846—7 Taken from Original 21 by 24 inch.
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Cliff House & Seal Rocks



Panoramic view of S



Castellated Wall, Sutro Hights near Cliff House.

PALACE HOTEL.

BALMAIN HOTEL.



San Francisco. 1888.

SUN-SETTING.



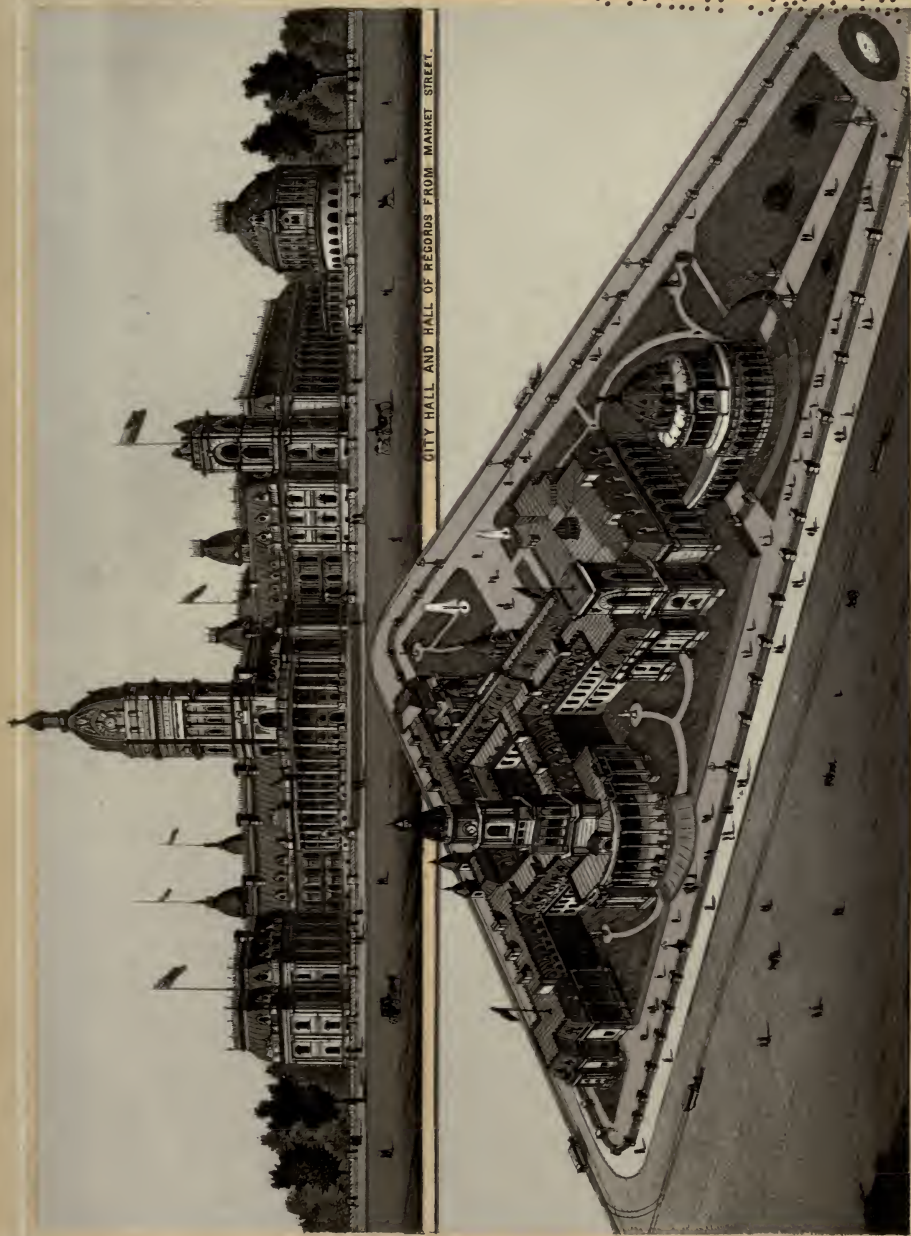
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Fort Point & Golden Gate.



Copyright.

United States Fort.
Alcatraz Island, San Francisco Bay.



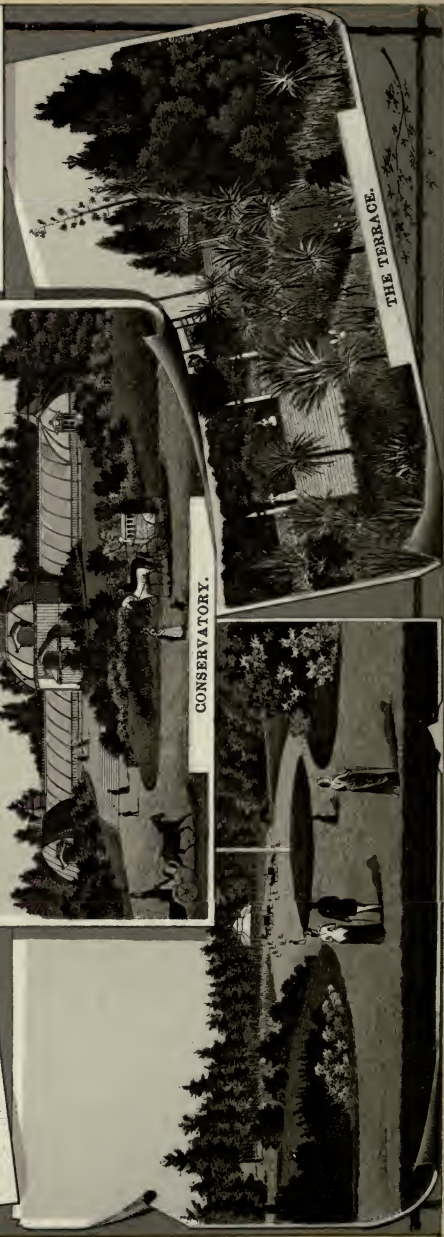
CITY HALL AND HALL OF RECORDS FROM MARKET STREET.



PROMENADE.



CONSERVATORY.



THE TERRACE.

GARFIELD MONUMENT.

Copyright.

DRIVE & PAVILION.

Golden Gate Park, Conservatory and Environs.



View of the Bay from Market Street Ferry Landing.



Rail Roads Ferry Buildings.



Palace Hotel.

Montgomery St.



Baldwin Hotel.



California Street, West from Sansome St.



Market Street East from Third



Market St. Cable Line Junction of Mc. Allister St.



Lotto Fountain.

Kearny Street, North from Market Street.



United States Branch Mint 5th. & Mission St.

SAN FRANCISCO BAY AND ISLANDS.



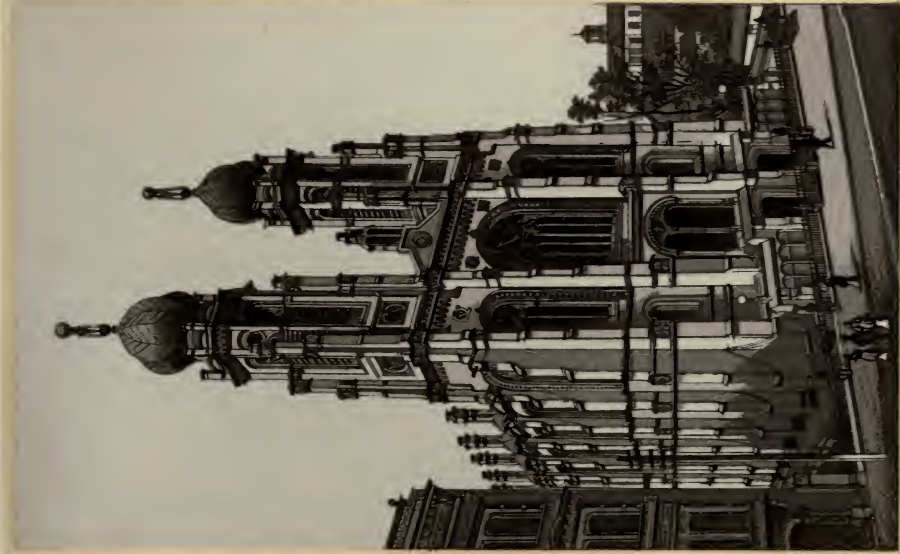
Telegraph Hill & Observatory.



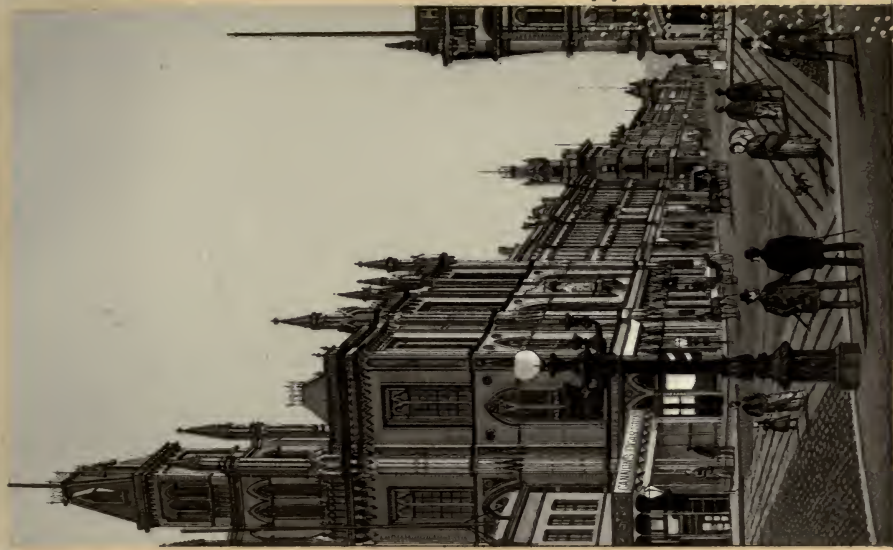
Park Beach & Cliff House Railway.



Woodward's Garden.



Synagogue Emanuel. Sutter Street.



Masonic Temple,
Montgomery & Post. North from Market Str.



Mission Dolores, Dedicated 1776.



St. Ignatius Church & College Hayes St. & Van Ness Ave.



Odd Fellows Hall. 7th. & Market Str.



German Hospital 14th. & Noe st.



Merchants' Exchange.
California St. below Montgomery.



Safe Deposit Block.
Cor California & Montgomery St.



San Francisco Stock Exchange.
Pine St below Montgomery.



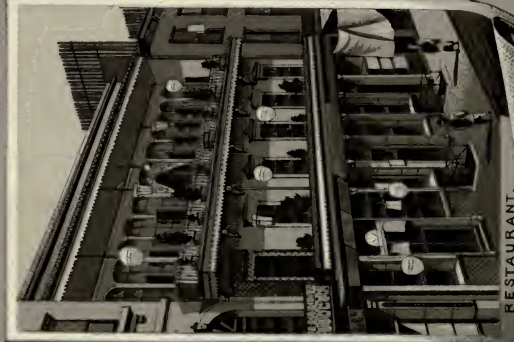
Nevada Block.
Cor Pine & Montgomery St.



Residence of Hon Leland Stanford. President Southern Pacific R. R.



Residence of Chas Crocker Esq. Vice President Southern. Pacific R R..



RESTAURANT.



FANCY GOODS STORE.



ALLEY.



INTERIOR OF RESTAURANT



THEATRE

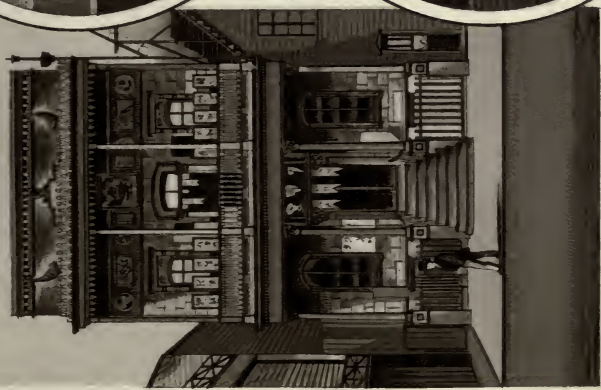


GROCERY STORES.

Chinese Ladies.



天后宮



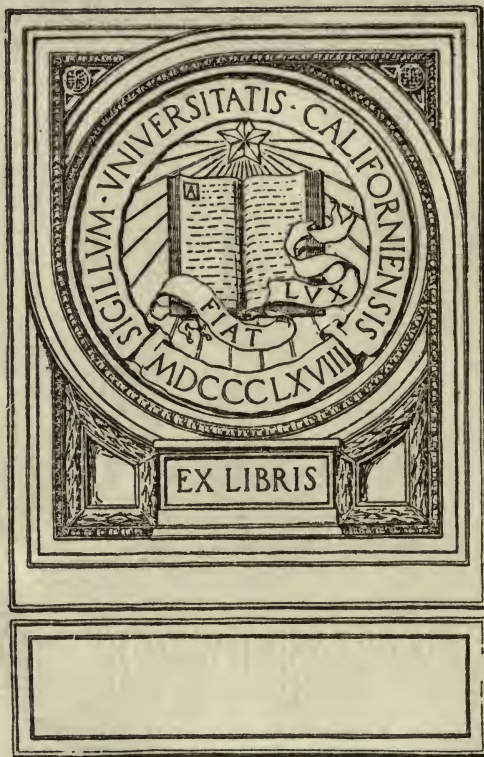
Joss House.



Interior of Joss House.

Chinese Merchants.

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GIFT OF
Montana Historical
Society



HISTORICAL

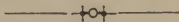


SOUVENIR

OF

SAN * FRANCISCO, * CAL.

[With Views of Prominent Buildings, the Bay, Its Islands,
Fortifications, Etc.



C. P. HEININGER, - PUBLISHER,

SAN FRANCISCO, CAL.

1889.

G. P. &
Montana Historical Society

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To view

Albums

PREFACE.

In connection with my choice selection of views contained in this Album of the City of San Francisco, the following historical and other information has been carefully compiled, from the most authentic sources. I have been ably assisted by some of the Pioneers of this State, with whom I am closely associated, and it has enabled me to present to the public a complete sketch of the most important events, from the early settlement to the present time, together with Historical Data, Review of the City; Commercial, Manufacturing and Financial Statistics, Improvements, and salient features.

With these remarks of explanation it is committed to the press, relying upon its merits and the judgment of the public for its success.

C. P. HEININGER,

Publisher of View Albums, Historical References, and Guides of all Principal Points on the Pacific Coast.

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Souvenir . of . San . Francisco, . Cal

RETROSPECTIVE.

SAN FRANCISCO, the metropolis of the Pacific Coast, the ninth city in population of the United States, is the youngest, and in many respects the most remarkable.

It is picturesquely situated on the western shores of the bay, whence it derives its name, and at the base of high hills gently inclining towards the bay. The city is six miles in width, about seven miles in length, with the Pacific Ocean on the west, Golden Gate, and entrance to the bay on the northwest, the bay on the north and east, and San Mateo County on the South. The streets are regularly laid out, mainly crossing one another at right angles. As will be seen from the historical review herein contained, San Francisco, from a small and semi-barbarous settlement, has, with the progress of time, developed into one of the wealthiest and most promising cities of America. Its rapid growth is without a parallel; surviving the losses by its great fires, earthquakes, real estate panics, mining stock gambling, riots, Chinese agitation, etc., it has continued to increase in population, and is to-day the commercial metropolis of the Pacific Coast. For style and elegance of architecture, San Francisco is not surpassed by any of her sister cities of the Union, and in many respects she is the rival of many of the largest. The Palace and Baldwin hotels, and Market street, Van Ness avenue, California street, Montgomery street, with their elegant business and private houses are unsurpassed. Art and the sciences thrive in San Francisco, and it is the center of vast wealth, civilization and refinement, and the residence of many millionaires, occupying fine mansions, principally on California street, commanding a view of the surrounding country, the ocean and bay. It is the pioneer city of the world in the use of the street cable railroads. Attention is called to the view herein of this city in 1847, showing at a glance the vast amount of improvement in the short space of time intervening. It will be noticed that the bay extended above Montgomery street, but the mud flats, which then included the present water front, have been filled in. Large vessels anchored where the business portion of the city now stands. Now paved streets and some of the largest manufacturing establishments occupy that territory.

HISTORICAL.

SAN FRANCISCO, the youngest of America's Great Cities, has a history, which, though brief in its course of years, is a succession of rapidly occurring incidents threading the romantic and marvelous, where the staid commonplace of other lands seldom appears.

San Francisco in connection with California, being so interwoven with Mexico and Spain, it will be necessary to give a brief sketch of its history from the early times of its discovery to the present date, in order to clearly understand what led to the annexation of this great State to the republic.

The date of settlement or founding of San Francisco, may be claimed when the site of the Mission was first selected by Portala and Crespi, in 1769, under their leader, Junipero Serra, the Great Father of the Missions of Lower California, or when the Mission and Presidio were established, 1776, calling the place Yerba Buena, although the numerous late discoveries of fossil human bones and works of rude art, in stratas of gravel and sand which had not been disturbed for hundreds of years, prove conclusively that California had been inhabited by men for many ages before its discovery by Cabrillo, in 1542. The Indians of this coast have no records, nor have any of their early traditions been preserved, so we do not know anything of them previous to the first visit of the Spanish navigator. The earliest accounts given of the Indians about San Francisco Bay, show that most of them remained until long after the Mission was established. All of these were found among the tribes living in the western and southern part of the continent, and the nearest islands to the ocean, but none of them existed in the central basin of California or the valleys opening into San Francisco Bay.

Spain conquered Mexico in 1519, and Peru in 1532. The prizes taken were so great, that the Spanish adventurers in the New World were full of hopes that more such kingdoms might be found and plundered. They looked to the northwest coast of America as a possible seat of a wealthy empire, and they made great exertions to find it. When Cortez went to the court of Charles V, in 1528, he was received with distinguished honor, and rewarded for his services to the Empire with many concessions then considered important. Among them was, that he might conquer at his own expense, any countries northwest of Mexico, annex them to the Spanish crown, keep for himself one-twelfth of the precious metals and pearls, and retain the perpetual vice-royalty for himself and male heirs. Soon after he returned to Mexico and began to make preparations for his new expedition of conquest, but various obstacles arose, and he did not get to sea until 1535. At last he found nothing save the peninsula of Lower California, which was so barren that he soon abandoned the hope of finding anything there, and many difficulties prevented him from going further. He returned to Mexico in 1537. He then learned that during his absence, two Spaniards who had landed with De Soto, ten years before in Florida, had crossed the continent and reached Culiacan, bringing with them the report of a rich and extensive empire in the northwest. Their story corresponded so well with the greedy hopes and ambitions of the Spaniards, that it found ready faith, and stimulated the desire to find another

prize like Mexico. That led to the discovery of California by an expedition sent out in 1542, under Jose Cabrillo, who did not see any sign of San Francisco bay, though he sailed north of latitude 44°. The name of California was first used in an obscure Spanish romance, and there applied to an imaginary land lying northwest, as known when books were published. Soon after the conquest of Mexico, as known geographically, California meant nothing but what has been called Lower California since 1769. In 1579, Sir Francis Drake, an English navigator, who had been out plundering Spanish ships and towns on the western coast, determined to try to return to England by the passage supposed to exist in an open sea north of the American continent. While sailing toward the South Pacific and the Straits of Magellan, on the 17th of June, he entered a bay behind Point Reyes, within latitude 38°, to which is given the name of Drake's bay, while the great bay, San Francisco, is just thirteen minutes further south.

In 1595 the "San Augustin," under command of Captain Cemerón, was sent from Manila to examine the coast of California, but was wrecked in Drake's bay, then known as San Francisco bay. The party escaped and returned to Mexico. The pilot occupied the same position seven years later in the exploring expedition of two vessels sent out from Acapulco, under command of Sebastian Vizcaino, who, after touching at San Diego and Monterey, also entered Drake's bay, which the pilot recognized as the place where they had been wrecked. The description of Drake's bay, as given in the account of this voyage in the history of California by Vizcaino, written in 1787, calls it the port of San Francisco, and there is no knowledge or suspicion of a larger or better harbor within a few miles. Vizcaino did not land,—only spent one night, and continued his voyage to the northward, and finding nothing of interest in the history of California, he returned. No further attempt was made to explore the coast until 1769, when the expulsion of the Jesuits was ordered from Mexico, in 1767. The Franciscan friars were instructed to take possession of the Jesuit Missions in peninsular California, and to establish which they should protect the country further north against seizure by the English or French, while the peninsula was designated as Old or Lower California.

The best known ports were San Diego and Monterey, which were selected as sites for the first Missions to be established. The superior of the convent selected Junipero Serra to be the head of the friars in California.

Junipero Serra was a typical Franciscan, a man to whom his religion was everything. All his actions were governed by the ever-present and predominant idea that life is a brief probation. The earth for its own sake, had no joys for him; his soul did not recognize this life as its home. He turned with dislike from nearly all those sources of pleasure in which the society of our age delights. It was not enough for him to abstain from pleasure, he considered it his duty to inflict upon himself bitter pain; he ate little, avoided meat and wine, often lashed himself with ropes and beat himself with stones, and at times put a burning torch to his breast. These things he did while preaching or at the close of his sermons, his purpose being, as his biographer says, not only to punish himself, but also to move his auditory to penitence for their own sins.

The arrangements having been completed, two expeditions were sent out by sea, and two by land, to San Diego, sailing from Cape St. Lucas on the 11th of January, 1769, and did not

reach their destination until the 11th of April, on which day the permanent occupation of California by white men began. Not much time was lost in idleness; preparations for active work were made, and on the 11th of July, the Mission of San Diego was founded, and Father Junipero made a formal declaration that the site had been chosen for an establishment where the savages of New California should learn the doctrines of Christianity, and the road to salvation. The occupation of Monterey having been one of the most important objects of the expedition, Portala set forth on the 14th of July, by land, with friars Juan Crespi and Gomez, fifty-five white men and Indians to find the port. When Crespi and Portala on their northward march reached the mouth of the Salinas River, they looked for the harbor of Monterey, but saw no secure anchorage, and presuming that either there had been a mistake in the latitude as mentioned in the books, or that the port had been filled up by sand in the century and a half since Vizcaino had examined the bay, they went northward in search of it, passing along the coast for several days after leaving the looked for harbor. They then crossed the mountains to the western side of San Francisco Bay, and on the 7th of November, reached the end of the peninsula, and discovered the Golden Gate. The diary of friar Crespi contains the first distinct mention of the great bay, and with most authorities he has the credit of the discovery. The Spanish explorers did not imagine that they had made a discovery. They saw that the harbor was different from that of Monterey, described by Vizcaino, but they imagined it was the bay of San Francisco mentioned by their navigators as lying under shelter of Point Reyes. Friar Crespi, who may be considered the head of the expedition, not knowing that he had made a discovery, did on the 7th of November, 1769, discover the site and harbor of San Francisco, and gave it the name it now bears. As soon as Crespi reported that he had found an extensive and apparently deep bay, the idea arose that the bay and its vicinity were destined to play an important part in the future of California.

Although the friars had difficulties in maintaining the Missions already established, and keeping up a connection between them, they were anxious for another near the new harbor, but the purpose was not carried into effect until seven years later. The maintenance of San Diego having been secured, it was determined that another attempt should be made to find Monterey. On the 16th of April, a party set out by land, and the next day the San Antonio sailed with Father Junipero on board. The land party reached the bay on the 24th of May, and the barque on the 31st. The port was found precisely as described by Vizcaino one hundred and sixty-seven years before. On the 3d of June, 1770, the Mission of San Carlos and the fort of Monterey were founded, and a formal declaration was made, that possession had been taken of the country in the name of the King of Spain. The Indians did not approach the Spaniards for several days, having been frightened by the discharge of artillery and musketry, but they soon recovered from their fears, and from that time forward were very friendly with the whites. The first savage was baptized on the 26th of December. The news of the establishment of the Mission and fort at Monterey reached the city of Mexico the 10th of August, 1770. The viceroy considered the fact so important that he ordered all the church bells to ring in rejoicing.

When the time was approaching for other Missions to be established, an exploring expedition was sent from Monterey in March, 1772, under friar Crespi. Instead of passing west of the bay, as in 1769, they took an eastern course, and on the 26th of March, passed

the present sight of Oakland, and four days later, after going through Napa and Sonoma Valleys, reached Russian River, and from a hill near Carquinez straits, saw the Sacramento and San Joaquin Valleys, thus observing the most fertile and beautiful portions of California on the journey. The next time the great bay was seen was December 4th, 1774, when friar Palou, with a military escort, reached the end of our peninsula, and then returned to Monterey with reports confirming those made in 1769 and 1772, by Crespi. In 1774 the land route was opened between Sonora and California, by orders of the viceroy of Hermosillo, and ordering colonists, mostly married men, to settle at the projected Missions at Santa Clara and San Francisco. This order was brought to Monterey in June, 1775, by the packet San Carlos, under command of Lieutenant Ayolo, who was instructed to survey the great bay, which no vessel had yet visited. He departed and entered the Golden Gate on the night of August 18th, spent forty days in the bay, and returned to Monterey on the 22nd of September, and assured Father Junipero that it was not a harbor, but a multitude of harbors. Another expedition was sent to San Francisco from Monterey in March, and on the 22d of the month the sites of the projected Mission and Presidio were selected. All the preliminaries having been arranged, the train of founders left Monterey on the 16th of June, 1766, under friars Palou and Cambon. They reached the site of the present Mission on the 27th. After spending the night there, they moved on to the Presidio, which was to be the home of all save the friars. From this beginning arose the permanent settlement by white men, of what is now San Francisco, the outlet of the great valleys of Central California. Work was at once commenced on buildings, and they were ready for occupation on the 17th of September. The occasion was not to pass without some public ceremony: Palou blessed the establishment, celebrated a mass, elevated and adorned the holy cross and chanted a Te Deum, after which commandant Moraga took possession in the name of his royal master, the King of Spain, followed by salutes from the dragoons and artillerymen.

Rivera, who was acting Governor of Upper California, had given orders that the Mission of San Francisco should not be founded until instructions were received from him, and as they had not arrived, Moraga went off to explore the rivers emptying into Suisun Bay, but after crossing the San Joaquin river, he found that the country was too extensive for his brief stay and supplies. He returned to San Francisco on the 7th of October; so this was all that was known of the great valley of Central California.

Nothing had been heard of Rivera, and the friars were impatient to dedicate their Mission, so Moraga authorized them to prepare for the dedication the next day, which they did, being the 8th of October, 1776. The first Indian was baptized Dec. 27th. The same year other Missions were established at San Rafael, Sonoma, Santa Clara, and other points along the Coast Range.

Until the year 1815, the Mission produced little that had any saleable value. The only vessels admitted into the ports of the country for trading purposes belonged to Spain, and they were so slow and badly managed that the freight left no margin in exportation. It was not until after the independence of Mexico had been established that exportation of hides and tallow became an extensive business, in 1822.

The Mexican Congress, assuming that the people were competent to maintain an orderly republican government, and believing that the mission Indians of California, most of whom had been born under the dominion, and bred under the instructions of the friars, must be competent for the duties of civilized life and equal political privileges, on the 17th of August, 1833, passed a bill announcing that the government would proceed to secularize the missions of Upper and Lower California. The matter was thus left to the discretion of the executive department, and on August 9th, 1834, Governor Figueroa, of California, acting under instructions of the Republic, issued a decree that he would in August, 1835, convert ten of the missions into towns, and the friars of the missions were to be deprived of all control, which he placed in charge of the administrator, who should give every male Indian a tract of twenty-eight acres and a fair share of the domestic animals and tools. Gumeceindo Flores was appointed administrator, but between the time of the announcement that the secularization would be made, most of the cattle were driven off, the Indians left without control, and soon there was nothing to divide and none to receive the dividends, and cultivation was neglected. The Indians instead of proving their capacity to become independent and prosperous citizens, wasted what little property was given to them, fell into dissolute habits, and went to the mountains and ran wild.

When the friars were deprived of their authority by order of the secularization in 1835, twenty-one missions were in existence, all near the coast, from San Diego to Sonoma, the average distance between each, fifty miles. The principal towns were Los Angeles, Santa Cruz and Santa Clara, and the entire white population was estimated 5,000.

As early as 1833 American merchant vessels made their appearance and established trading posts along the coast. Fur companies and whalers had become numerous by 1820. During this time Spain had undertaken to control the fur trade and there was a project for opening trade between California and China, whereby the peltries were to be exchanged for quicksilver, and the trade to be made a government monopoly. The project failed, and the Spanish conceded the rights to private individuals to carry on the trade. During this period the missionaries had such control of California that they excluded as free settlers the few who desired to remain in the territory beyond the missions.

The religious spirit of the time, even to a later date in the eighteenth century still governing the Spanish people, prompted its devotees to penetrate the wild regions of the new world, to spread the doctrines of the Church, and gather the heathen under its care, rather than enlarge the sphere of human liberties, or pursue wealth by extending commerce, and developing the resources of the country.

Under such auspices was this State selected and occupied, thus giving in the brief period of a century, an ancient character to its history, then advancing with a bound as it sprang from Mexican to American rule, from the semi-civilized past to the enlightenment and activity of modern times. The peculiar features of the State were not obliterated by the change. Ancient and simple as was its origin, it has become the most busy and cosmopolitan of the age.

In the year 1822, Mexico became independent of Spain, and hence California was under Mexican rulers from 1822 to 1846. The period of Mexican possession witnessed considerable increase in the commerce of the territory; from 1825 to 1834 a few Boston merchants had the California trade wholly in their hands and were followed by the Hudson Bay Company, who

almost succeeded in monopolizing the exports and imports. In the winter of 1835 Jacob P. Leese, an American, the first to settle on the coast, arrived at Los Angeles and engaged in business, but did not thrive, and was advised by shipmasters to establish himself at the Bay of San Francisco. There was no store or commission house at the place, and an American could succeed better than any other nationality, as the traders were mostly from Boston and New York. Mr. Leese determined to follow the advice of his friends, closed up his business and started for Yerba Buena, visiting the Capital at Monterey on his way, and arriving at Yerba Buena found no one there except William A. Richardson, an Englishman, who arrived on this coast in 1822. Mr. Leese examined the shore and satisfied himself that Yerba Buena was the best place for settlement; he shortly after built the first business establishment on Yerba Buena Cove, now San Francisco, in July, 1836, near the present corner of Montgomery and Sacramento Streets. This was the first frame building of the village erected, which he succeeded in finishing in time to celebrate the 4th of July with a hundred or more guests, including the rancheros and traders along the shores of the bay. On this occasion the American flag was for the first time to wave over the present site of San Francisco or the State. This structure was afterward known as the House of the Hudson Bay Company, to whom Mr. Leese sold it.

In April, 1838, the first American child was born in this State, being a daughter to Mr. and Mrs. Jacob Leese, its mother being a native of the State.

In 1839 Captain John Vioget, by order of Governor Alvarado, under Mexican rule, surveyed the town into streets, though without naming them. This was the nucleus of the present city. Then its boundaries were the bay, flowing to Montgomery street. The surroundings were rugged hills and sand dunes, covered with a dense growth of live oak shrubs, and so it continued until the occupation by the Americans in 1846.

In October, 1841, about one hundred Americans arrived overland from New Mexico. Alvarado fearing this accession of foreigners, applied to Santa Ana for more troops. The ill feeling between the Mexicans and foreigners became every day more vindictive, and in 1845 a revolution broke out among the Americans. This movement was known as the Bear Flag Revolution,—the rude painted banner they carried representing a grizzly bear. This was the nucleus of the present city, and it continued to increase until occupied by Americans in 1846.

The war did not break out between Mexico and the United States in earnest until May.

There was a fixed determination in Washington that one of the first things to be done in case of war with Mexico, was to seize California. In 1840 Governor Alvarado, who had become exceedingly jealous of all foreigners, pretended to have received information of a plot to overturn the government. Castro was ordered to arrest all connected with the conspiracy, and by a strategic movement succeeded in arresting about one hundred, principally Americans. About twenty of the supposed ring-leaders were transferred in chains to San Blas. In July the American man-of-war, St. Louis, and a French ship arrived at Monterey, demanding satisfaction. Alvarado was so frightened at their arrival that he fled to the interior and did not return to the Capital until the bay was clear again.

July, 1842, the foreigners arrested were returned on board a vessel furnished by the Mexican government, which had not approved of Alvarado's uncalled for actions. They brought the

news that General Micheltorena had been appointed to both the civil and military commands of California. He arrived at San Diego in August, and was travelling northward in grand style, when intelligence caused him to stop suddenly at Los Angeles. This was that commander Jones, in command of the frigate, United States, and Sloop of war, Cyane, had taken possession of the country, and hoisted the Stars and Stripes at Monterey. Alvarado surrendered on the 21st of October, and California was apparently a portion of the American Union.

The next day Jones discovered that he had made a mistake, that Mexico was not yet at war with the United States, and he therefore gracefully lowered the colors and apologized. Micheltorena then came to Monterey and assumed his duties, and ruled until February 1st, 1845, when he was ousted, and Vallejo was placed in his stead. The year of 1846 was a notable one in the annals of California.

On July 7th, Commander Sloat, who had arrived on the United States frigate Savannah, a few days previously, dispatched Captain Mervine at the head of two hundred and fifty men on shore, to hoist the American flag over Monterey. On the arrival of the news of the battle on the Rio Grande, a messenger was dispatched to Captain Montgomery, of the war sloop Portsmouth, then lying at Yerba Buena, giving him the word to hoist the flag, and on the 8th Montgomery received the dispatch and hoisted the Stars and Stripes. The proclamation was read, and his instructions obeyed without resistance or objection from the natives. The proclamation announced that henceforth California was a portion of the United States, and promised protection to the persons and property of peaceable citizens. On the 11th Montgomery dispatched back to Sloat that the flag waved at San Francisco, Sonoma, Rodega and New Helvetia. Los Angeles and San Diego were soon afterwards taken. The American conquest dates from the 7th of July, 1846.

The war lasted two years, but there was very little fighting in California, and that did not reach north as far as Yerba Buena. On the 31st of July, the ship Brooklyn, from New York, sailed into the Golden Gate, and the town was agitated to see a ship with decks black with people, though evidently not an American war ship, and pursuing her course toward Yerba Buena Cove. Captain Montgomery made ready for fight, but as the strange ship came around, he saw that his preparations were unnecessary. The number of women and children on deck proved that there was no hostile intention. They carried the American flag, but there was no report that an emigrant vessel was coming, and the government surely would not send out women and children to a country engaged in war. Public curiosity was soon gratified; the ship left New York February 6th, with two hundred and thirty-eight emigrants; all save twelve were Mormons, who under advice of their church, had selected San Francisco, and under the leadership of Samuel Brannan, came to found a new colony on this western continent. Great was their surprise when they beheld the Stars and Stripes waving over the town where they expected to find strange people, and hoped to found their colony and church undisturbed by the customs and laws of a country they had left.

Mr. Brannan being a printer, brought with him his material for an office, set it up, and on the 9th of January, 1847, published the first California weekly, *The Star*, the pioneer paper of the new city. The name was soon afterwards changed to *Alla California*.

In January, 1847, under the direction of Commander Montgomery, the site was re-surveyed, and a large city laid out, the names of prominent men given to its streets, and the name changed from Yerba Buena to San Francisco.

The next important arrival was on the 6th of March, when the bark Thos. H. Perkins came in with the first detachment of volunteers from New York, under command of Col. J. D. Stevenson. Other detachments followed afterwards, on the barks Susan Drew and Loo Choo, and the young men of which the regiments were composed, were distributed throughout the country. With these, the new city assumed a full American aspect, and looked hopefully forward when the whaling fleets of the Northwest coast should rendezvous in its harbor, and the sturdy American farmer succeed to the unenterprising rancheros, and make it the center of trade. But a fate was in store far brighter than the most vivid imagination had dared to picture.

The treaty of Guadalupe Hidalgo, whereby Mexico conceded to the United States the right of possession of California, had hardly been agreed upon on the 19th of January, 1848, when James W. Marshall made the discovery of gold at Coloma, now in Eldorado county. The news, which soon spread all over the world, opened a new era in commerce, and attracted all eyes to the Pacific Coast. About this time Lieutenant Edward Gilbert, of Stevenson's regiment, took the census of the town, showing a population of four hundred and fifty-nine, and one hundred and fifty-seven houses, fully one-fourth adobes, and the remainder shanties and tents. From this date San Francisco may be said to have had its start.

With the acquisition of the country it became necessary to establish mail communication with the Atlantic States, and the Pacific Mail Steamship Co. was organized, aided with a liberal contract by Congress. The route was formed from New York to Oregon, via Panama, San Francisco as a way point. The discoveries of gold soon after changed the plans, and this became the principal port of the line.

July 28th, 1849. The California, the first steamer of the line, arrived; since then the commerce of the city has advanced with gigantic strides.

In December a State Government was organized by the adoption of a Constitution, and election of officers, and the State divided into counties. A charter was granted to this city, and in May, 1850, a Municipal Government went into power. Events of importance now followed each other in rapid succession, notwithstanding the great fires as early as December, 1849, clearing all the principal buildings—the most valuable—out of sight, at a total loss of fully one million dollars. The second and third great fires, on May 4th and June 14th, 1850, fell severely on the merchants, they losing fully five millions of dollars. The ground burned over was in a few months covered with better buildings than before, to be swept away again. The fourth fire, surpassing all the others, came on the anniversary of the May fire of the previous year, and destroyed property to the value of seven millions of dollars. It really commenced on the night of the 3d, but is called the anniversary fire of May 4th, 1850. It swept away the entire business portion of the city; that included everything, for there were very few dwelling houses in those days. The burned district was three-quarters of a mile long by one-quarter mile wide, containing fully fifteen hundred houses, which were all destroyed. Many of them supposed to be fire proof, built of brick, were unable to withstand the great heat. Yes!

quantities of merchandise were lost, and a number of persons perished in the flames, but how many was never known. The fifth and last fire, which may be classed among the great fires, and did damage to the extent of about two million dollars, was on the 22nd of June, 1851.

These fires exercised great influence upon the politics and trade of the city. The amount of property exposed in the streets and lots was so great that the citizens organized into a patrol, or committee of vigilance, which soon extended its jurisdiction into hanging murderers, as well as protecting property. Merchants, unable to secure their property on hand, put their goods into storeships in the bay, until 1854, when brick stores—really fire proof—began to furnish room and safety on shore. Being unable to make brick, or cut stone, except at terrific prices, orders were sent abroad for incombustible building material. Granite came from China, bricks from Sidney, New York and London.

The period of nearly six years from the beginning of the gold excitement to the end of 1853, was marked by a steady and rapid increase in the production and exportation of gold. In these San Francisco rose suddenly from the condition of an insignificant village, in commerce and geography, almost to that of one of the leading sea-ports, with semi-monthly steamship communication, via Panama, with New York and European ports. The tents and shanties that made up a large part of the city for several years after the gold discovery, having been cleared away by the great fires, were succeeded by substantial brick buildings, and many acres of the bay were filled to make room for more. Everything that was necessary for a metropolitan centre of business such as warehouses, wharves, banks, large stocks of merchandise, extensive relations with distant markets, able newspapers, as well as the social wants, schools, theatres, libraries, and churches, were supplied at short notice.

California, like San Francisco, rose, as if at one bound, from the stagnation of semi-barbarous pastoral life, to the varied arts and restless activity of a refined civilization.

1853-4.—The trade in Chinese passenger carrying between Hong Kong and San Francisco began to assume great importance. It is stated that in 1854 every available ship was eagerly chartered for the conveyance of these passengers. As high as ninety thousand dollars was offered and paid for a fair, good hulk, and exorbitant prices were given for crafts of all descriptions and in all conditions.

Early in 1854 a severe panic occurred in mercantile circles—the result of over speculation. There was a heavy fall in the rates of interest and in the price of merchandise and real estate. The city had more stores and warehouses than she could support, and out of one thousand business houses, in the middle of the year, fully three hundred were unoccupied, and over two hundred voluntary bankruptcies took place, each with an average deficit of \$40,000. The depression thus begun continued for about two years.

In 1855 a great deal of political corruption prevailed in the city, which caused many crimes and much bloodshed.

April, 1856, "The Consolidation Act," prepared by Horace Hawes, was passed, giving the city a new charter, and consolidating the city and county governments into one. The greater portion of the territory was formed into the county of San Mateo. The Farallones, Angel, Alcatraz and Goat Island are included in San Francisco city and county. The land area is forty-

two square miles. Under the well-guarded provisions of the Consolidation Act, the city has been well governed and protected from contracting indebtedness, so that its public finances are in a condition unsurpassed by any city. In 1859 the discovery of silver bearing ores in the eastern slope of the Sierra Nevadas enlarged the area of this city and gave it new life.

In 1860-61 the city took a boom in building, and during the year 1861 it was estimated that fully fifteen hundred new buildings were begun or completed, including many large structures, such as the Occidental Hotel, Russ House, Lick House, Masonic Temple, Churches, etc. There was a noticeable improvement in commercial and trade circles, which has continued to the present date, bringing with it extensive improvements.

The severest earthquake ever experienced in San Francisco was that which occurred October 21st, 1868. Many buildings were badly damaged, and several people lost their lives by falling bricks, etc.

In May, 1869, one hundred years from the discovery of the bay by Portala, the great Pacific Railroad was completed, establishing connection with New York by rail. The years 1870 to the present time show great progress and prosperity in every direction. The rapid growth of the city, with great improvements; with such costly and mammoth structures as the Palace and Baldwin Hotels, and many extensive business houses and fine residences, not surpassed, while manufacturing enterprises were not left in the rear. The Southern Pacific Railroad was extended through the southern country, and the California and Oregon completed, thus bringing San Francisco in close connection with the South, North and East; also various other roads extending to all parts of the State, and steamship lines to all coast and foreign ports, with San Francisco as the headquarters and centre.

NOTABLE EVENTS.

- 1542 California discovered, by Jose R. Cabrillo.
- 1579 Sir Francis Drake entered a bay a few miles from Golden Gate, now named Drake's Bay.
- 1769 San Francisco Bay discovered by Spaniards. The First permanent white settlement (Spanish).
- 1776 The Golden Gate first entered, August the 18th. Mission Dolores established. The first Indian converted.
- 1822 Mexico ruled California from 1822 until 1846.
- 1833 J. P. Leese, first American settler in San Francisco, native of Ohio.
- 1835 W. A. Richardson established the first business house.
- 1846 American conquest of California, July 7th. American Flag hoisted on Portsmouth Square, July 8th, by Capt. Montgomery, of the war sloop Portsmouth.
- 1847 The first newspaper published, January the 9th. Name of the city changed from Yerba Buena to San Francisco, January 30th. Population of San Francisco, 469.
- 1848 Gold discovered by James W. Marshall, January 19th.
- 1849 The first steamer arrived, February 28th, from New York. First wharf built, foot of Commercial street, from Montgomery. The first great fire, December 24th; loss \$1,000,000. Lumber was worth \$100 per 1,000 feet.
- 1850 California admitted into the Union as a State. Society of California Pioneers organized. May 1st, the first municipal government went into power. The second great fire, May 4th; loss, \$3,000,000. The third great fire, June 14th; loss over \$3,000,000.
- 1850-51 The driest season, only $7\frac{1}{2}$ inches of rain.
- 1851 The first execution; James Stewart, murderer and robber, tried, found guilty, and hanged the same day. The fourth great fire, May 4th; loss \$7,000,000. The fifth and last great fire, June 22d; loss \$2,000,000. First foundry established, by the late Peter Donahue, Esq.
- 1852 The most extreme heat, September 10 and 11th, when mercury stood at 97°. Slight snow storm.
- 1853 Wood was worth \$15 per cord. Coal was worth \$50 per ton.
- 1854 The coldest day in January, when mercury fell to 25°. The city first lighted with coal gas, February 11th, the price being \$15 per 1,000 feet. Meats of most kinds were worth as high as 40 cents per pound.
- 1856 December 29th, snow fell to nearly three inches.
- 1860 July 4th, the first street railway put in operation.
- 1861 Trans-Continental Telegraph Line put in operation. Steamship communication established with Hawaiian Islands.
- 1862 The greatest amount of rain in one month, 18 inches in January.
- 1865 Fire alarm and police telegraph system established, April 24th.
- 1866 The paid Fire Department organized, December 3d.
- 1867 Steamship communication established to China and Japan.
- 1867-68 The heaviest rain in one season, 40 inches.
- 1868 The severest earthquake known to the city, October 21st.
- 1869 Railroad completed across the continent. Steamship communication established to New Zealand and Australia.
- 1873 The first cable line put in operation.
- 1875 The organization of the Fire Patrol effected. Palace Hotel completed.
- 1887 The most notable snowstorm; snow fell to the depth of 6 to 8 inches, but melted away in a short time--February 5th.

HISTORY OF THE CHINESE QUARTER.

As I have shown the growth of this city from early settlement, and as visitors do not fail to visit Chinatown, or the Flowery Kingdom of America, I will give a brief sketch from the time of the first settlement of the Mongolians in this city, in 1849. When the Chinese, who found their way to California in early days, located in San Francisco, the locality occupied by them was commonly called "Little China." There was not then a person who dreamed to what extent it would grow, located as it was in the center of the town, and then hardly noticeable. The rapid increase in their numbers soon extended their quarters upon the neighborhood occupied by the white race, and year after year they increased until they had driven commercial occupants from their places of business, and secured the vacated stores. Christians abandoned their churches to the heathen horde. Homes and dwellings thereabout were left untenanted, the occupants being unable to live in the polluted atmosphere. For a number of years they were contented in two blocks, bounded by Stockton and Dupont, but within a few years they crossed this boundary line, and took possession of the buildings on streets once the most fashionable part of the city, to the extent of fully ten blocks, bounded by California, Pacific, Kearny and Stockton.

The Globe Hotel Building, corner Dupont and Jackson, which was opened as the principal first-class hotel in 1860, and at the time gave accommodation to about 300 guests, is now inhabited by about 2,000 Mongolians. In that vicinity were also many business establishments, and for some years property commanded the highest price. All residents were forced to leave places of business and homes which they had built at great cost. As one place after another was vacated, it was seized by the Chinese. The alleys and small side streets were soon filled with the lowest of female slaves, who at one time comported themselves in such a manner that they shocked all who had to walk up the main streets to reach their homes. In course of time the Chinese pest assumed such vast proportions that the majority of the respectable citizens moved, and the houses they had occupied were for a time the abiding places of immoral white women. Even they could not stand the nuisance, and gradually have been driven to other quarters. The style of living of this race is by no means traced by views herein contained, as they live in cellars under ground, as well as over roofs. Their buildings are made more capacious by the construction of rude balconies, that almost overhang the narrow streets. The most interesting objects to be seen in these quarters are stores, joss-houses, restaurants, theatres, work shops, etc., which can be visited with safety during the day. To those who wish to visit the most noted haunts, which present their peculiar points best late at night, it is advisable to hire one of the numerous private detectives for a guide.

The opium dens are reached through dark, narrow hallways, and are worthy of a stranger's visit. Here many Celestials retire when their working hours are over. These houses or rooms are lined on all sides with wood bunks or shelves, accommodating as many as can find a reclining position, their heads resting on a wood box, or some cast-off garment. Their night dress is the same as worn during the day, and a few short whiffs from their pipes of the poisonous drug brings on a pleasant stupor. This habit once formed is never given up, and a few years will wreck the strongest constitution.

Those who do their own cooking do it in an open grate, and in most cases in the middle of the floor. Others live in cheap eating houses, furnishing meals at about 10 cents a day.

The Chinese six companies, which all have heard more or less about, is an organization which is almost absolute for all purposes of government, making and enforcing contracts for labor, settling disputes, etc. It is stated that they go as far as to remove by hired assassins, who are termed highbinders, those who are not agreeable to the organizations. They universally deny this, however. That there is considerable mystery attached to them cannot be denied, and it is significant that all but a very limited number belong to one of these six companies.

OLD CITY HALL.

It is situated on the south-east corner of Kearny and Washington streets, opposite Portsmouth Square, noted as being the place where the Stars and Stripes were hoisted in commemoration of the newly acquired territory from Mexico, on July 8th, 1846, and it is one of the first large buildings erected in the Pioneer days of the city, and remains a standing monument of the folly conceived structures of the times. It still retains the following municipal officers: Sheriff, Chief of Police, Police Commissioners, Police Court, and several branches of the Superior Courts.

NEW CITY HALL.

Located on the triangular plot bounded by Larkin and McAllister streets, and Park avenue, it will be one of the largest municipal edifices in the United States when completed, as well as one of the most durable of its kind. The main building consists of a series of pavilions, adorned with Corinthian pilasters and columns, 48 feet in height. At each end of the principal fronts, is one of these pavilions, and in the centre is the almost semi-circular portico, which forms the entrance from Park avenue. The structure will have a frontage of 560 feet on Larkin street, and 650 feet on McAllister street. On the main front is a portico of 122 feet, surmounted with a tower 150 feet high. From each end of the McAllister street side, will project wings 140 feet in length, inclosing three fronts in an oblong square. The tower over the main hall will be 270 feet high, by 70 feet in diameter. The entrance on Market street, via City Hall avenue, leads directly to a circular hall, 105 feet high and 80 feet in diameter. The numerous corridors lead hence to various offices and halls. The basement, 12½ feet high, will be used as Police Headquarters and City Prison.

It is estimated that the cost of this City Hall will be \$5,000,000 when completed.

The Hall of Records is situated on one of the triangular corners of McAllister street and Park avenue; it is a circular edifice 95 feet in diameter, surmounted by a dome 135 feet high. The plans contemplate a wide arcade surrounding the hall, rising to the level of the first story, which also connects it, by an open arcade, with the City Hall.

PUBLIC PARKS.

There are in this city 21 public parks and squares, varying in size from 200 feet square to 1,013 acres, of which Golden Gate Park is the greatest. It is located in the south-western portion of the city, bordering on the Pacific Ocean, adorned with seven lakelets, arbors, grottoes, mounts, rustic benches, monuments, music pavilion, grand walks and drive-ways, adorned with lawns, beds of flowers in bloom the year round, and above all the grand conservatory, located within a quarter of a mile of the main entrance, and which is constructed entirely of glass and iron, 250 feet long, by 60 feet wide, and surmounted by a dome 58 feet high. The inside space is unbroken by any trusses or girders, the roof and dome being supported and sustained entirely

by being connected with the external walls. In the dome, the bright glare of the continuous crystal is relieved by lines of glass in variegated colors. In front of the main building is a reception room 20 feet square, through which visitors enter to various departments. This room is ornamented with a tasty and unique fountain: the design being a swan, surrounded by magnolias, upholding a bowl in which a mermaid rises, holding on her shoulder a sea-shell in which the fountain plays. In the rear of the east wing is located a glass house, 50 by 12 feet, containing two propagating beds, and in the rear of the west wing lies another structure, 35 by 25 feet, containing two nurseries.

The main building contains 26,000 square feet of glass, weighing 35 tons. It is a marvel of architectural beauty, surpassing in this respect any similar one. The fine drives of miles through the park to the Cliff House and Sutro Heights, are all that could be desired.

BAY OF SAN FRANCISCO.

The harbor is one of the best in the world, without exception.

The Golden Gate forms a natural entrance to the bay and its fortifications were once thought invincible. It is one mile in width. Fort Point is located on the south-western shore, a distance of four miles from the City Hall, and its fortifications are in keeping with those of Fort Alcatraz, situated on an island two miles east, both commanding the entrance to the bay. Directly in front of the city lies Goat Island, which is about one mile long.

With natural advantages, together with her easy methods of communication by rail and water with the interior, San Francisco enjoys a monopoly of the Pacific trade; vessels and steamship lines stretch out in all directions to foreign and coast ports.

The bay, including those of Suisun and San Pablo, which are subdivided, has an area of 400 square miles, of which 350 miles are navigable.

CLIMATE OF SAN FRANCISCO.

The conditions of location and climate insure to this city a higher degree of health and exemption from known epidemics, than is vouchsafed to most other large cities of the world. Situated upon a rocky and hilly peninsula, with the broad Pacific Ocean and Golden Gate on the west, and the capacious bay on the north and east, with its swiftly flowing tides, keep its surrounding waters clear and pure, while the prevailing winds during the dry summer sweep the entire ocean, bringing the elements of health uncontaminated by the malaria of dying vegetation, or the miasmatic poisons of inhabited lands.

Nature having thus provided, it has been an easy matter to preserve a low rate of mortality.

The temperature of this city has few, if any equals the year round. No extreme heat or cold, so common in other cities, is ever experienced. Rotary storms, hurricanes and cyclones do not occur on this coast. The mean temperature is about 57° the year round, it being but little colder in winter than summer. Warm west and south-west winds prevail in the summer; south-east and northern winds in winter; the trade winds and fogs being the most unpleasant to strangers. The spring, summer and autumn months are really most delightful; the winter, which is the rainy season, being less so.

CHURCHES.

For the spiritual welfare of the public, San Francisco is no doubt as well provided as any of her sister cities, as there are 142 churches and chapels for devotions, of various denominations, of which there are 23 Roman Catholic, 21 Presbyterian, 16 Methodist, 11 Baptist, 12 Episcopal, 19 Congregational, 8 Evangelical Lutheran, 7 Hebrew and 24 miscellaneous; also 7 Chinese,

under maintenance of Presbyterian, Methodist, Congregational and Baptist churches. The good that is attained by teaching the Chinese, is a matter of opinion. Some of the various denominations have very costly and elaborate structures. The Mission Dolores is worthy of special notice, as being the most ancient and important historical monument of the city; dedicated on the 9th of October, 1776, although projected in 1769, by Father Junipero Serra, the founder of the California Mission. The first Indian convert was baptized on the 27th day of December, 1776. A cemetery is attached to the church, in which the first interment was made, in September of the same year. The growth of the vicinity has over crowded the old edifice. To meet with the increase, a new church was constructed in 1885, by its side, as will be seen herein.

SCHOOLS AND COLLEGES.

The residents of this city may be proud of their school system. Beginning in 1849, with less than 100 pupils, in a primitive structure, the rapid increase in numbers rendered necessary the erection of substantial public school houses, and to-day the total number of pupils enrolled numbers 70,000. In addition to the system of day school instruction, there are night schools, four in number, for the benefit of those not able to attend during the day, and which are well attended by over 3,000 pupils; these are continued for ten months of the year.

Notwithstanding the excellence of the free public schools, there are about 100 private schools and colleges of great wealth, popularity, importance and prosperity, with enrolled pupils numbering fully 10,000, occupying edifices of great capacity and grand architectural appearance.

KINDERGARTEN SCHOOLS.

The system of Kindergarten Schools was organized in 1878, for educating and training children between the ages of 2½ and 6 years. They are maintained by private subscriptions and voluntary contributions; there are 32 in a flourishing condition, with over 2,000 children enrolled, and constantly increasing in numbers.

FREE PUBLIC LIBRARY.

Located in the New City Hall. This institution was organized under an act of the Legislature, in 1877, empowering the Board of Supervisors to levy a tax of not exceeding one mill on the dollar for support. The library was opened to the public in June, 1879, with about 6,000 volumes, and a newspaper department, containing daily and weekly papers from all cities and counties of the States, and Territories of the Pacific Coast. Since its establishment it has materially improved in all departments, and its facilities have greatly increased. The library contains about 7,000 volumes, and new books are being added continually. Under specified regulations, it is free to the general public and to visitors.

STATE MINING BUREAU.

The California State Mining Bureau was organized under an act of the Legislature, April 16th, 1880. Its location is on the entire upper floor of the new Pioneers' building, Fourth street, below Market, where spacious departments have been fitted up for the reception and preservation of specimens. The main object of this institution, as its name implies, is the development and fostering of the mineral resources of the State, by the collection of all geological and mineralogical substances, including mineral waters of this State. It possesses economic and

commercial value, and an interesting museum of a miscellaneous character. It also contains an extensive library, referring to geological and mineralogical substances, in a separate department open free to the public daily, from 10 A.M. to 5 P.M.

UNITED STATES SUB-TREASURY.

A substantial structure of four stories, built of pressed brick, laid on granite sills, for which was appropriated \$107,000, is located on Commercial street, above Montgomery. The building has been occupied by the department since October 8th, 1877, as the Sub-Treasury on the first floor, the Register and Receiver of the General Land Office on the second floor, and the United States Surveyor-General's Department in the third and fourth stories.

UNITED STATES APPRAISERS' BUILDING.

The United States Appraisers' Building occupies the space bounded by Washington, Jackson and Sansome streets, and Post Office Place. It is a solid, handsome four story, of pressed brick, granite finish. The structure is 265½ feet on Sansome street, by 102½ feet on Jackson and Washington streets. The cost of this building was \$1,050,000. It is occupied by the Collector of Internal Revenue, Superintending Surgeon of the Marine Hospital, Special Agent of the Treasury Department, the Naval Pay Office, the Secret Service Division, United States Revenue Marine, Steamboat Inspectors, the Appraisers' Department, Coast Survey, United States District and Circuit Courts, United States Marshal, District Attorney, and Law Library.

PRESIDIO OF SAN FRANCISCO.

The Presidio of San Francisco, the location of a portion of the United States troops, is one of the oldest settlements on San Francisco Bay, having been first occupied by Spanish troops, acting as escort to the priests who came to establish the Mission Dolores, in June, 1776.

For three-quarters of a century it was the military headquarters of Spanish and Mexican troops, and until the occupation of California by the United States. Its boundaries were then extended, and to-day the Presidio is one of the most valuable, as well as the most healthful military reservations our government possesses. It is distant three miles from the old City Hall, one-half mile from Fort Point, and about the same distance from Black Point, or Fort Mason, the Headquarters of the Commanding General of this Department. It is reached by the Presidio and Ferries street railroad, as well as by a good wagon road.

UNITED STATES BRANCH MINT.

Established in 1854, and until 1873 on Commercial street, above Montgomery, upon the site now occupied by the United States Sub-Treasury. The present substantial building, a view of which is herein contained, was erected with improved facilities to meet the

increased demand for coinage in 1873. Conveniently situated on the south-west corner of Mission and Fifth streets, it is most elegant and imposing in appearance, is built of granite and sand stone; has a frontage of $162\frac{1}{2}$ feet on Mission by $216\frac{1}{4}$ feet on Fifth street. It is two stories high with ample basement. The parapet walls are 56 feet high; pediment 75 feet, with two chimneys, each 142 feet. The massive fluted columns at the main entrance on Fifth street, give the structure an air of beauty and strength. The highest capacity of coinage was shown in 1878—\$50,186,500. The coinage for the past year was, \$23,290,000 gold coin, \$2,216,445 silver coin; total, \$25,606,445. The total coinage since 1854 has been as follows: Gold, \$114,023,357; silver, \$113,520,797. The refining department has a capacity of 1,000,000 ounces per month. Visitors are admitted and shown through the entire works from 9 to 11:30 A.M., in squads of about ten, by an assistant, who explains the workings of the various departments. At the right of the entrance is a reception room for visitors to await their turn. If the assistant is not at hand to show them through, a very rare selection of coins, which is the property of the Pioneers of California, can be examined.

POST OFFICE.

Situated on the east half of block bounded by Washington, Jackson, Battery and Sansome streets; main entrance on Washington street. Like other buildings erected in the early stages of the city, it has been left in the rear with the rapid increase, and is entirely inadequate to the service of the department, and the only effectual relief accomplished, has been through the establishment of various branch offices. The growing population, as well as the dignity of the city, demands that a building suitable to and commensurate with the magnitude of the mail service shall no longer be withheld from us.

THE METROPOLITAN PRESS.

The daily and weekly Journals of the city are comparatively well equipped, with large circulations, of which there are morning dailies, as follows : *Chronicle*, *Call*, *Examiner*, *Alta California*, *Demokrat* (German), of which all publish a special weekly edition; there are also four evening dailies, except Sundays, as follows : *Bulletin*, *Post*, *Report*, and *Abend Post* (German), all publishing a special weekly edition.

Conspicuous among the leading literary weeklies, are *The Argonaut*, remarkable for the vigor of its editorials; *The News Letter*, for the wit and pungency of its paragraphs; *The Wasp*, for its humorous illustrations and satire.

There are a hundred or more publications, too numerous to mention, more or less worthy of notice.

MECHANICS' INSTITUTE.

This is one of our local institutions from which the public receive annually much entertainment as well as instruction. It was organized March 1st, 1885, and has been active and enterprising in the development of the industries of the city and State. The Pavilion is a mammoth structure, situated on Larkin street, near Market, opposite the New City Hall, in which the Industrial Exhibitions are held annually, and never fail to draw out a magnifi-

cent display of the manufacturing and agricultural products of this State, together with samples of skill and industry of artists, merchants, mechanics and inventors of this city and State.

The headquarters are located at 31 Post street, in a very neatly constructed three story building. There is a reading room, well supplied with the leading scientific and literary periodicals of the times; a valuable library of about 45,000 volumes. Its membership is about 5,000.

SAN FRANCISCO STOCK EXCHANGE.

This was organized September 11th, 1862. The building, owned and occupied by the board, is a very handsome and commodious structure, built of granite, and situated on Pine street, below Montgomery. The masonry of the building is substantial, and its architecture unsurpassed, as shown herein; elegantly furnished and admirably adapted in every way for its purposes. The first floor has seats for over 100 brokers, and for about 1,250 spectators. The floor is about 75 feet square, where a few years ago the bulls and bears hugged each other and rolled over in the wildest delight, or deepest dejection, as stocks went up and down. Stocks have been the ruin of thousands, while few reaped the harvest. The business now does not compare with former years, though it rests upon a far more satisfactory basis.

THE MERCHANTS EXCHANGE.

Was incorporated under an act of the Legislature, March 31st, 1866, for the purpose of providing a central, commercial and maritime exchange for the acquirement, preservation and dissemination of valuable information, and for the promotion of the interests of trade and commerce. The handsome building, as contained herein, is situated on California street, below Montgomery, and was erected in 1868.

MANUFACTURING INDUSTRIES.

The progress of manufacturing is exhibited in so clear a manner, that many of our moneyed men have begun to realize that there is a chance for capital to make good earnings in other ways than speculation. As in the old-time way, there were not a few who were impressed with the idea that the only proper mode to invest money was at two per cent. per month, on collateral security. They have had time to learn that there is something else to be done beside note-shaving, and so little chance to shave notes lately, that they are becoming useful members to the country at large, instead of drones. They not only provide capital, but set their brains to thinking how it may be profitably used. If it were not for this state of affairs, we would be going on in our old ways of importing everything in the manufactured article line, but as it is, we are gradually but surely attaining independence of the outside world. There have been many lessons learned within the past few years, and more are yet to be learned, with regard to local manufacturing industries. In the first place, it has to some extent brought about the conviction in an astonishing degree, that Eastern prices must sooner or later rule in the West. At present San Francisco is the sufferer from being in a transition state. High wages still prevail largely, while profits are gradually but steadily growing less. When the leveling process has been completed, the western manufacturers will be in a much better position as competitors than they are at present. In the

next place, it seems that the transportation companies have discriminated against home manufacturers. However, this evil is passing away, and the lines have displayed a novel and pleasing conciliatory spirit in dealing with shippers. Though the profits have been small, business by no means has been stagnant. Local factories are constantly springing up, and the various departments that follow here below, do by no means represent the entire list of our local manufacturers. Among the principal and most extensive are: Cracker-baking, Stoves, Cigars, Glass Cutting and Staining, Silk, Wool, Wine, Varnish, Saws, Show-cases, Machinery, Clothing, Shirts, Harness, Jewelry, Shoes, Boiler-work, Brass and Iron Foundries, Bags, Rope, Tinware, Soap, Sugar Refining, Building Material, Barrels, Wire, Book Binding, etc.

It is a difficult matter to place the exact figures of number of employees in our various factories, but a close figure of 35,000 will not exaggerate, to whom are paid annually, approximately, \$25,000,000 for services. The ware merchandise manufactured in this city is closely estimated for the past year to the amount of \$120,000,000.

Laundry business is extensively carried on in this city, there being about 2,500 men, women and girls employed, of which fully two-thirds are Chinamen.

POPULATION AND GROWTH OF SAN FRANCISCO.

The following figures will show the growth of the city since 1847: 1847, 459; 1850, 31,176; 1860, 56,802; 1870, 149,473; 1880, 233,950; 1889 (estimated), 325,000.

Of Chinese, whom it is impossible to closely estimate in numbers, there are from 50,000 to 60,000 within the city limits.

COMMERCIAL AND SAVINGS BANKS.

This city contains 18 commercial banks of undoubted responsibility, and the highest reputation, of which 10 are regularly incorporated under the laws of the State, with a paid-up capital of \$22,500,000.

San Francisco Savings Banks, of which there are eight, with resources of \$67,389,694, declared a dividend of nearly \$2,000,000 this past year.

FINANCIAL CONDITION OF THE CITY AND COUNTY IN 1888-9.

Funded debt at 6 and 7 per cent. interest, \$1,457,526.

Value of property owned by the city and county in 1883: Real estate and other improvements, \$227,550,750.

City and county expenses in 1888-89, \$3,895,545.33.

City and county Licenses—51,492 issued; value \$465,389.30.

Poll taxes—29,921 issued, at \$2.00 each, \$59,842.

CITY, COUNTY AND STATE TAXES IN 1888-9.

For city and county purposes (\$1.06 on \$100 valuation).....\$2,394,598.64

For State purposes (\$0.54 on \$100 valuation)1,050,971.49

Total.....\$3,445,570.13

TAXABLE PROPERTY.—The following figures will show at a glance the value of improvements within this city, of taxable property, as shown by the Assessor's statistics since 1850: 1851, \$13,000,000; 1855, \$35,000,000; 1860, \$30,000,000; 1865, \$82,000,000; 1870, \$115,000,000; 1875, \$133,000,000; 1880, \$185,000,000; 1885, \$230,746,111; 1889, \$305,377,547. The cause of the decline in 1860 is stated in history.

SAN FRANCISCO CLEARING HOUSE.

Inaugurated March 11th, 1876, with 15 members, and the number is constantly increasing. The association has always exercised a healthful influence in financial and other prominent objects relating to the prosperity and stability of commercial interests on the coast. It has, by its system of daily clearances, greatly facilitated the business of banking, and become a leading factor in the prevention of losses, which at times have led to financial disturbances. The operations for the fiscal year were to the amount of \$845,092,334.

SUTRO HEIGHTS.

This famous plat, although private property, is justly regarded as one of the principal attractions of the Pacific.

Adolph Sutro, Esq., at his residence by the sea, which is very appropriately named Sutro heights, is an enthusiastic patron and promoter of the higher branches of learning.

Sutro Heights is an estate exceedingly beautiful for its situation. Standing upon the esplanade which Mr. Sutro has carved from the native rock and set about with statues from the Home of Art beside the Mediterranean, one can but harbor the thought that intellectually, as well as otherwise, the course of empire has really taken its way westward, until the placid waters of the Pacific declare its journey done. It certainly is a fitting enterprise—to crown a life of great activity—to undertake, as Mr. Sutro has done, to establish upon the very cliff of the ocean a retreat, clad in the beauties of trees, shrubs, flowering plants and enriched by treasures of art and literature gathered from the best sources of the world. It is the wish of all who know his plans, that many years may be spared him to complete his work and to enjoy it.

Judging the means by which Mr. Sutro hopes to develop and improve his seaside home, his enterprise is little more than begun, but viewing it as a cursory visitor would, it seems almost completed, and most delightful. Certainly during the past few years, wonders have been accomplished on the sands which pertain to such a peculiar location. There is now a garden of several acres, which, for thrift and beauty of individual plants and general landscape gardening effects, would put to the blush many a site where the owner has naturally rich soil and suitable shelter for his allies. More than this, there is a profusion of statuary art, embodying all trains of human thought, from the magnificent winged Apollo, which crowns an eminence, and the stately Minerva, linking the achievements of intellectual with joys of domestic life, down to the nymphs which nestle in the shade, and the tiny grotesques which seem to be gamboling on the grass plats. It would be wholly impossible for me to give any sketch of the richness or variety of the Heights in these regards. One could spend weeks in contemplation of the masterpieces here brought into close association within a stone's throw of the sounding surf of the Pacific. I have stated that Mr. Sutro has only begun his work. This is shown by the millions of seedling maritime pines, Monterey pines and cypresses, which he has in his nurseries, not to speak of the wealth of the bedding plants in the propagating frames and plant houses. Suggestions of effect to come are also seen in the huge cases of tiles, slabs and blocks of stone which he has brought from abroad to weave into his structures and out-door improvements. His spacious residence is overflowing with rare art and bric-a-brac.

In the business part of the city, Mr. Sutro has a large collection of manuscripts, and 110,000 volumes of valuable scientific and literary books—a contribution of inestimable value to intellectual culture on this coast. This rich possession he proposes to establish on Sutro Heights, and thus make it available to eager students, and it is his plan to construct a fine building, according to his own design, which will contain the library and abundant

room and conveniences for those who desire to pursue studies and investigations. These valuable plans of Mr. Sutro in this direction are earnestly expressed, and the facilities which he is preparing for scholarly work, will be regarded with keen interest, for it would be of inestimable value in many departments in our universities, and higher educational institutions.

Mr. Sutro extends to all visitors to the city, and the public, a cordial invitation to visit his retreat. Visitors must have cards of admission, which are to be had free of charge at all principal city hotels, and the Cliff House, before entering the Heights, and of C. P. Heininger, publisher.

THE CLIFF HOUSE AND SEAL ROCKS.

This popular and far-famed sea-side resort is situated on the extreme western limits of the city, on a cliff over 100 feet above the ocean, under the brow of the famous Sutro Heights, commanding a rare view of the surrounding country, the ocean with its islands, and within a stone's throw of the famous Seal Rocks, with thousands of sea-lions howling and tumbling in their sport, as nature intended. These seals are a fur-bearing species, some of extraordinary size. Their rocky home is government property. The Cliff House is the property of Adolph Sutro, Esq.; it is open to all visitors, also to accommodate those wishing to spend the day at the Heights, etc. There is an immense refreshment hall which occupies over 5,000 feet, and numerous private rooms, tastefully fitted up, where refreshments are to be had at popular prices. This favorite resort is accessible by fine drives through Golden Gate Park and Point Lobos Avenue, or cable lines and Park Steam Railway.

WOODWARD'S GARDENS.

These gardens, although a private collection of property, are justly regarded one of the principal attractions as a pleasure resort of the city.

Located on the blocks bounded by Thirteenth and Fifteenth, Mission and Valencia streets, they are finely improved and contain a valuable and extensive collection of natural and antiquarian curiosities, wild animals, fossils, and paintings from all parts of the globe. The amusement department in the Pavilion—Music Hall and Amphitheater—where all the performances, concerts, balls, festivals and national celebrations are held, pleases the multitude, and cannot be surpassed for its many combined attractions by any similar institution in the world.

For promenading, the gardens are unsurpassed, all the pathways and lanes leading around the numerous ornamental flower-beds and groves of trees from every clime, under which numbers of rustic seats are scattered in every direction.

Not a day passes but that something new is received from various parts of the globe.

The Mission Street horse cars, and Valencia Street cable line, pass the gardens.

PIONEERS' SOCIETY AND HALL.

A monument of the past to coming generations on Fourth street, below Market, is the building of the present and the past Pioneers of California. The Pioneer Society, as its name implies, is composed of the early settlers of this City and State, and comprises those who were in California prior to the first day of January, 1850, who are eligible to membership, or any person who has rendered distinguished or important services to the Society or

State may be admitted as an honorary member. The roll embraces about 2,300 members. The Society was organized in August, 1850. The expressed object of the society is to collect and preserve information connected with the early settlement and subsequent conquest of the country, and to perpetuate the memory of those whose sagacity, energy and enterprise induced them to settle in the wilderness, and become the founders of the new State. The annual election is held July 7th, the anniversary day of the conquest of California, and the raising of the American flag on its soil. Annual celebrations are held September 9th, being the anniversary of the admission of the State into the Union.

A generation hence, when mention shall be made of the Pioneers who settled this State, more romance will surround their names than to-day. The present so nearly touches the past, that by an easy stretch of thought or imagination, a person can go back forty years. The toils and struggles, the hardships and difficulties of the early settlers, are pictured more correctly now than it will ever be possible for those to entertain, who, in future years will live to reap the fruits and blessings of pioneer enterprise. What they have accomplished can be best judged by the immense commercial interests of to-day. The colossal structure which is henceforth to be known as the Pioneer's Hall, is a monument to the success of their lives. It is in the Venetian style, while its exterior is calculated to gratify the severest critic of art. Imposing in appearance, its construction is massive and solid, the adornments novel, rich and grand. The building is four stories in height, 50 feet on Fourth street and 195 feet on Pioneer Place, giving two distinct fronts, and is surmounted by a lofty tower, built of marble, sandstone and pressed brick, laid in with black mortar, thus showing a rich contrast.

The history of the Pioneers is cleverly told in terra cotta and stone panels upon various portions of the exterior walls. The frontier life is very strikingly illustrated. On the front of the building are two large panels representing the battle of Mesa, and raising of the bear flag at Sonoma in 1846. At each end, the panels represent the seal of Montezuma, the name given by the Spanish settlers to this province, and the seal of California as afterwards adopted. There are numerous other panels and medallions representing the progress of the State, and the City of San Francisco. The Pioneers' Seal, on which is an ox team, a hunter, and the harbor of San Francisco; public celebrities, both military and civil; the discovery of gold; the first American Consul. The dial of the clock is surrounded by figures of Youth, Maturity and Old Age. Some panels represent Rocky Mountain sheep, buffaloes, a journey across the plains, early settlements, etc., etc.

The entrance to the hall, on Pioneer Place, is imposing in its detail; polished granite columns surmounted by eagles guarding the State motto, "Eureka." Engraved on massive stone, is a bear of heroic size, also of stone. The stained glass windows and caps of the columns, the many heads in their grouping of epochs, and characters of historic meaning, render the entrance striking and ornamental, and in unity with the rest of the exterior of the building, while the interior is not in the least minus of art. The meeting room is 76 by 48 feet, containing a gallery, and a stage for public speakers, which is lighted by three large reflectors of twenty-one burners each, with numerous sidelights. The main floor has chairs for the accommodation of 1000 persons. The room is frescoed in simple but elegant taste, with a balustrade in old gold, where creeping vines climb and intertwine. Flowers and birds commingle to please the eye, relieved above by a blue sky, studded with stars, encircling the entire ceiling.

The Secretary's office is very tasty and of neat design, with everything required, and all the latest improvements at hand. It has a neat fresco, with leaves and flowers for decoration; in the four corners, a pen, inlaid upon the monogram of the Pioneers, reminds the occupant of his duty and fidelity to his society.

The ladies' parlor and reception rooms, off the main hall, adjoining the Secretary's office, are in good taste, coupled with art and lavish expenditure, combining to make these apartments gems of style, fitted with mirrors, fire places, marble mantels, and gas fixtures not to be excelled. The frescoing is of the most delicate and dainty kind—flowers, grapes,

leaves and grasses add to the charm of variety in tint and colors. The ceilings are masterpieces of the decorator's art. There are three panels of frescoing, from each of which a chandelier of the most unique model descends, lighting up the brilliant colors. The center panel is a shield of the State, supported by angels, and angels twining a garland of flowers. The other panels are of rare beauty, with their masks, gloves, fans, bouquets, Spanish guitar, lyre, banjo and other types of harmony, with the accompanying rich, warm tints of blue and crimson, blending with threads of gold, trailing garlands of white and pink flowers, violets, lilies and pansies in profusion. Everything on the walls and ceiling is of rare beauty throughout.

The hall-ways are paved with beautiful styles of tile. The stair-cases and other wood work is of the very finest, excellent and select wood; the large supporting pillars at the end of each corridor on each floor, supporting the immense stairways, are all of solid primavera wood, mounted with California redwood; the billiard, card, reading-room, library and other rooms, are all finished in the most elaborate style.

The society is possessed of a valuable library and an excellent cabinet of minerals, and relics of various objects of interest referring to early times.

It would require almost indefinite space to describe all the objects in this manner; it is worth a journey of many miles to see them, and other parts of this monumental structure.

HISTORY OF THE CABLE SYSTEM.

Tourists and other visitors to San Francisco are greatly interested in the cable system, in the introduction of which this city is the pioneer of the world. The system has been attended with marked success.

One of the principal developments of mechanical genius in San Francisco, is the extensive and perfect system of cable street railways, of which the Clay street line was the pioneer. The system is unique, and a triumph of inventive genius and engineering skill, of which San Francisco has just cause to be proud.

While every city is seeking to perfect and cheapen its means of transit from business centers to suburbs, none have been found so effective, cheap, safe and pleasant, as the stationary engine and underground cable, which, traversing hills as well as level streets, forms no more obstruction than the ordinary track, noiseless in its operations, and the cars of which are more completely under control than when drawn by horses. By this means the hilly regions of the city are made as accessible as the level portion. Those localities having the greatest elevations, are the most desirable for dwellings, and on them many of our distinguished residents have their homes.

The construction of this system originally was regarded as an experiment of very doubtful character. Attention was early called to the necessity of direct access to the western portion of the city, to which the high, precipitous ridges extended. A tunnel through the ridge along the northern end was proposed, and an act of the Legislature was passed authorizing it. For several years this was agitated as the only feasible means, but it did not appear to fill the requirements, and the great cost forbade capitalists investing in it. This would have left the elevated portion without surface rail access, and it was fortunate the tunnel was not undertaken.

B. H. Brooks having conceived the idea of an endless wire cable, laid under the surface of the street, and operated by a stationary engine, set his inventive genius to work to perfect the details. Over a year was spent in planning, draughting and experimenting, he having the efficient aid of skillful engineers, and when their scheme was fully prepared, and as subsequently carried out, and in such successful operation, it was presented to the board of Supervisors, and a franchise asked for; the city fathers hesitated long and investigated the matter thoroughly before approving it, and not until such engineers as General Alex-

ander of the army, and others, had assured them of the feasibility of the plan, and safety of the operation as proposed, did they conclude to allow its use. In 1869 the franchise was granted. The next difficulty was to induce capitalists to invest in the enterprise; so novel was the scheme, and so poor the prospects of remuneration, that local capitalists refused to touch it. Eastern capitalists were invited to investigate it, but upon examining the locality, seeing the steep hills, declared it would never pay, and consoled the enthusiasm of the inventor by admiring the skillfulness of his plans, but declining to invest. Thus struggling along for several years, the plans were transferred to other parties for a nominal consideration, and the great experiment undertaken and completed, and put in operation in September, 1873. Not only has it proven a success, but, contrary to the opinion of capitalists, it has been remunerative beyond all systems now in use. So complete and economical has it proven, that others soon adopted it. To the traveler, the sensation of ascending and descending the steep hills is most delightful, the motion being rapid and easy, and without fear of danger.

OPERATION AND SYSTEM.

The endless cable system is put in motion by powerful steam engines located at a central point along the line. The wire cable, which gives the power, runs around a large drum and pulley in front of the engine house and under the surface, extending to each terminal point of the line, and at which another drum carries the cable from one track to the other. The cable is run in large tubes, a slot immediately over top of which allows the grip bar to pass along and attach to it; the wire rope passing over small pulleys that sustain it. More approved plans have been adopted by having arms or ribs, which form the archway or tunnel in which the grip and cable work, doing away with the tubes.

The lever, which is in charge of the gripman, furnishes the power by means of jaws taking hold of the rope beneath the surface, between the tracks. The powerful brake, which operates upon the track as well as on the wheels, readily and securely stops and holds the cars, however steep the grade may be, thus being better prepared to avoid accidents than horse cars. This system of brakes on the dummy is under the control of the gripman, and it is stated that a heavily loaded car running at the rate of speed of eight miles an hour, can be stopped within a space of ten feet, which is unexcelled by the air-brakes on locomotives.

CROSSING CABLES.

The matter of cable lines crossing each other puzzles the mind, and much study was bestowed upon it by the genius who cleared up and solved the problem. There are a number of crossings in the city of this nature. To overcome this, the first cable laid has the right to have such above the succeeding line, which is crossed without difficulty. The latter is placed some distance under the crossing; therefore the crossing, or second line, must drop the cable from the grip before reaching the other, and then pick it up again on the opposite side. It will be seen that the car must have been given sufficient momentum by its speed in order to carry it across the street after the grip has been let go the cable, as in many cases there is a grade and some curves, where it takes considerable power to overcome the required distance.

The success of this system is shown by the fact that there are now over 70 miles in successful operation in this city.

PRESIDIO AND FERRIES CABLE LINE.

A more beautiful or attractive ride can not be had over any cable line than upon the Union street, from its lower terminus, Washington street and Montgomery avenue, or from the ferry landings by its branch of horse cars, connecting with the cable system at above named points. The main line is an endless cable system of 10,000 feet, double track, and runs through the popular thoroughfare of Montgomery avenue, commanding a beautiful view of North Beach and vicinity. Thence turning a short curve it ascends the summit of Union Street Hill, or a grade of 78 feet in a distance of $412\frac{1}{2}$ feet, where is located the engine house, a well constructed and substantial two-story building $137\frac{1}{2} \times 112$ feet, containing two powerful Corliss Engines, of 150 horse power each, boiler room, car shops, etc. The time from the ferry landing to the other terminus by this popular system is forty minutes.

SUTTER STREET CABLE LINE.

Along this line strangers can see a great porcion of this city, as well as by its transfer lines. The present cable line system was put in operation in 1878. The main line extends from Sansome street to Central avenue and Laurel Hill cemetery, passing through a fashionable residence district, and transfers by means of horse cars from Sansome street to the ferry landing. Another branch extends from Sutter street along Polk to Pacific street, where connection is also made by horse car with the Union street cable line for the Presidio. A branch of its cable line runs south from Sutter and Polk along Larkin street, crossing four cable lines, passing the City Hall and Mechanics' Pavilion, to Brannan street. The extent of this line is about $5\frac{1}{2}$ miles of double track, of which fully $4\frac{1}{2}$ miles is operated by cable. The main line on Sutter street is an endless cable of 13,200 feet. The engine house is located on the corner of Sutter and Polk streets, and is a grand structure of three stories, built of brick, and covering nearly half a block. It contains two engines of 150 horse power; the boilers are 14 feet below the surface of the street.

GEARY STREET CABLE LINE.

This line runs through the most level and populous part of the city, from Market and Kearny streets to Point Lobos avenue, to its junction with its steam dummy line for Golden Gate Park. It was completed and commenced operations in 1880. Its length of cable is 13,200 feet, in which distance it passes over three elevations, 250, 282 and 225 feet, respectively, from its starting point on Market street, which is 35 feet above base. From the business portion, through a thickly populated section, it runs directly to the cemeteries of the city.

CALIFORNIA STREET CABLE LINE.

The California street line was the second of the cable system. Undertaken in 1877, from the lower terminus, at California and Kearny streets, it passes over elevations of 265 and 532 feet above base. It is one of the best constructed lines in the city; is a 12,000 feet endless cable system. It passes the most aristocratic residence part of the city, among which are the mansions of the railroad and mining kings, commonly called "Nob Hill."

Here is presented a panoramic view of the west, of the Pacific Ocean and Golden Gate. Taking a standpoint from this hill, looking toward the north and east, the eye rests upon an immense bay, beautiful by a rare combination of islands in its midst, and affording also a view of the city, and the mountain ranges in the distance.

MARKET STREET CABLE LINE AND PARK AND BEACH RAILROAD.

The Market street cable railway, the main line of which was put in operation in August 1883, is one of the most complete of this character. The road has become historical, from its having been the first street railroad built in this city. It was first operated by steam dummies under the name of the San Francisco Market Street Railroad, and extended from the depot, then at the junction of Market and California streets, along Market and Valencia to Seventeenth street, near the Mission. The opening of the road took place on the 4th of July 1860, and formed the most interesting feature of the celebration of the day.

In 1862 a branch line was built from Market along Hayes street, to Hayes' Park Pavilion and Garden.

In 1879, the owners of the Market street road, who were men of enterprise and great experience in railroad building, realized the importance, not only of efficient and reliable service over its lines, but also of the enlarged accommodation needed by the people of this growing metropolis; to reach the new park and other portions of the Western Addition, which were then rapidly filling with desirable residences, they concluded to adopt the new method of propelling cars by wire cable, and to extend their general system by the addition of radiating lines from Market street along Haight and McAllister, and the continuation, of their Hayes street line which, on account of the steep grades on those streets the cable method of propulsion now rendered practicable.

The conversion of the main line into a cable road, and the construction of the additional branch lines, the erection of engine houses, where the motive power of the cable is applied, all the requisite appliances for a first-class road having been completed, the new cable system was put in operation in August, 1883. It has given great satisfaction to the traveling public, in furnishing better appointed cars, and a more expeditious mode of transit than the old system. The cars used on these lines are of an entirely new design. The open dummy, or grip car, being an extension of the frame of the closed portion, making in all, a car of 35 feet in length, mounted upon two four wheel trucks, like ordinary steam passenger cars. They are spacious and well ventilated, and the effect of their plan of construction is to make riding in them more agreeable to the passenger than in the ordinary street cars.

In connection with the cable system, the owners projected the construction of the Park and Ocean Railroad, a first-class steam road, extending from the Haight street terminus to the Ocean Beach, Cliff House and Sutro Heights. The road is four miles in length, and is run by powerful dummies. The passenger cars are of a much larger description than those in use on the street lines, and are adapted especially for pleasure travel. Among the attractions along these lines, are the views of the principal streets of the city, and ascending the elevations of the hills, a panoramic view of the city is obtained until the Park, Beach and Cliff House are reached, where we enjoy the breezes from the Pacific, and coast scenery. This system of roads which now embraces 17 miles in extent, is the outgrowth of a road which, when first operated, was $2\frac{1}{2}$ miles long. The time required for a trip from the ferry landing to the beach is about 45 minutes. In 1888, this company added another cable branch or additional line, superceding the steam dummy on Market street extension, and traversing Castro street to 26th.

FERRIES AND CLIFF HOUSE RAILWAY COMPANY.

This Railroad also propelled by cable, commenced operations in 1888. It comprises five distinct lines, all under one management, and each connecting with and being a part of the system.

The main line moves from Market Street Ferries along Sacramento street to Powell and Jackson streets, and thence to Central Avenue, where it transfers passengers, without additional fare, to a steam line which lands them at Golden Gate Park. Another steam line starts from the Central Avenue terminus of the cable, and runs to Sutro Heights and Cliff House, the route being most picturesque, passing around the bluffs north of the Cliff House, overlooking the ocean, and giving an unsurpassed view of the Golden Gate, and all points at the entrance of the harbor.

The fourth section of the system takes passengers from the intersection of Powell and Market streets to North Beach, and *en route* transfers to the other branch lines.

The fifth subdivision is a portion of the original cable railroad of the city, formerly known as the Clay Street Hill Railroad Co., which now intersects the main line at Clay and Powell Streets, and running thence to Van Ness Avenue.

This system of roads traverses the most sightly section of the city, and from the highest points on Jackson street, a fine view may be had of the greater portion of the city in either direction.

Thirteen miles of cable is maintained in its business, and ten miles of steam railroad. Its equipment is first-class in every respect,

OMNIBUS CABLE COMPANY.

The latest addition to the city cable system, and perhaps the most extensive and intricate, is that of the above company, and which comprises about 25 miles of single track, traversing in its ramifications almost every district of the city. The division south of Market street is moved by engines at Tenth and Howard Streets, and the counterpart, or western division, north of Market street, by engines located at Oak and Broderick streets.

The principal terminal points are the Ferry, Twenty-sixth and Howard Streets, Twenty-fourth street and Potrero Avenue, Tenth and Howard Streets, Post and Montgomery streets, and Golden Gate Park. Connecting with the cable system is a horse line from North Beach to Third and Townsend Streets, with branches running to Pacific Mail S. S. Co's Wharf, and from Market and Montgomery Streets to the Ferry. Passengers are transferred to all connecting lines for a given terminus without extra fares. Those taking the cable cars at the Ferry are moved to Tenth and Howard, thence to Fell and Market, along Fell to Franklin, to Oak, to the Stanyan street terminus at Golden Gate Park. Another branch leaves Market and Ellis, along the latter to Broderick, and to the same terminus at the Park. Still another from Post and Montgomery along Post and other intermediate streets, uniting with the main line at Fell and Market, transferring passengers to Howard Street or to the Park.

Space forbids a more extended notice at this time.. But we should add that two pairs of engines at each handsome and complete engine and car house, having a capacity of over 500 horse power each, move this vast system, of which in a future edition we shall give a more comprehensive and complete account.



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